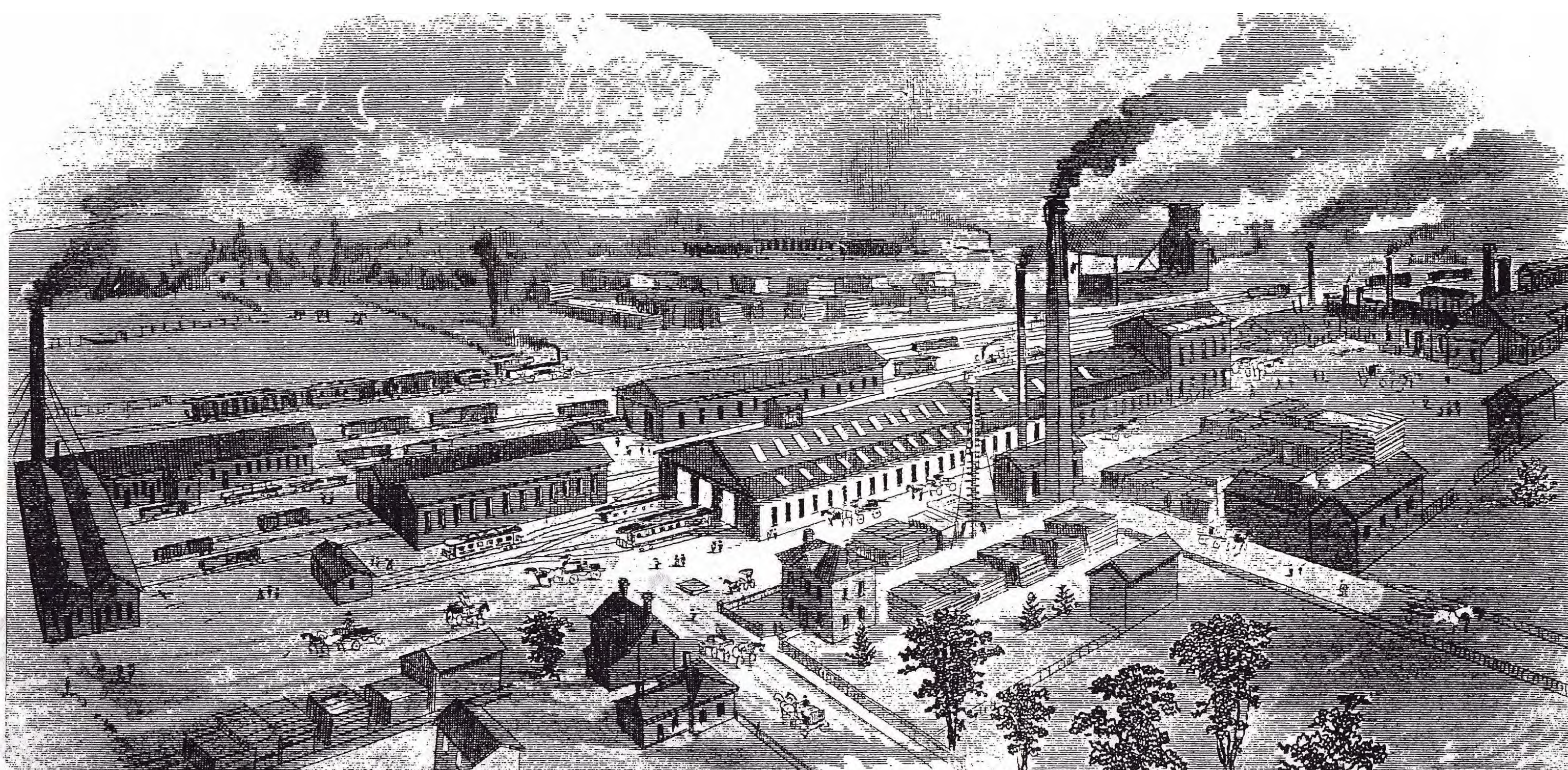


THE BIG MOVE

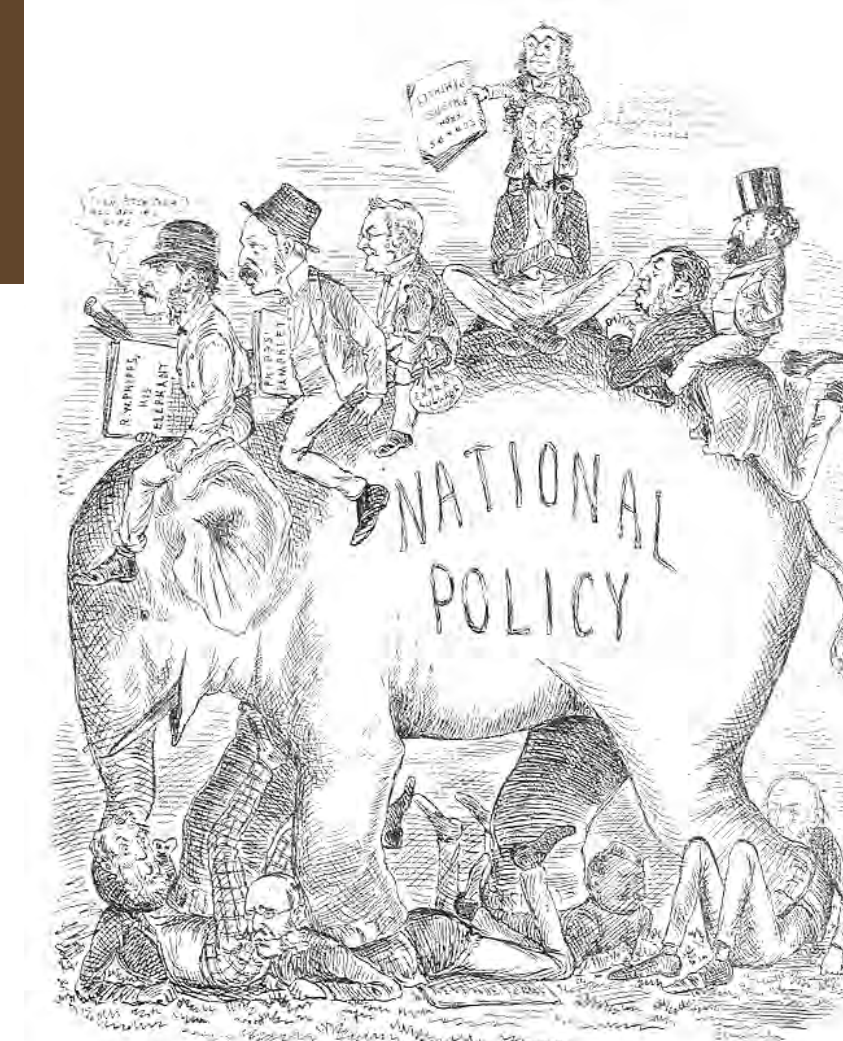
Such a large contract necessitated the purchase of land north of Seminary Street (University Avenue) with direct connection to the old C&PR tracks and thence to the Grand Trunk line. With this contact, then valued at \$160,000, Crossen became known in the railway business as a competent builder of railway rolling stock.

Orders from other railways soon followed, for a variety of platform, box and passenger cars, necessitating expanding the Seminary Street operation and reorganizing it as the Crossen Car Company, distinct from the Ontario Foundry.



THE CROSSEN CAR COMPANY,
LIMITED.

MANUFACTURERS OF SLEEPING, PARLOR,
PASSENGER, POST OFFICE,
BAGGAGE, BOX, PLATFORM,
STREET CARS & C.



It was at this difficult time that James Crossen threatened to move his business to Port Hope. A manufacturing facility was being offered there with newer equipment and a more favourable tax situation than he was experiencing in Cobourg. But after some hand wringing and arm twisting new terms were agreed to and the Company stayed in Cobourg to the end of its days.

With the return of the Conservative Party to Ottawa in 1878, and its protectionist "National Policy", **prosperity returned to the Crossen Car Company**, now able to compete favourably with such U.S. companies as Pullman. The next year Crossen was manufacturing first class passenger cars to much acclaim. The Montreal Gazette enthused, "The car is a beautiful specimen of artistic design carried out to a complete fulfillment."

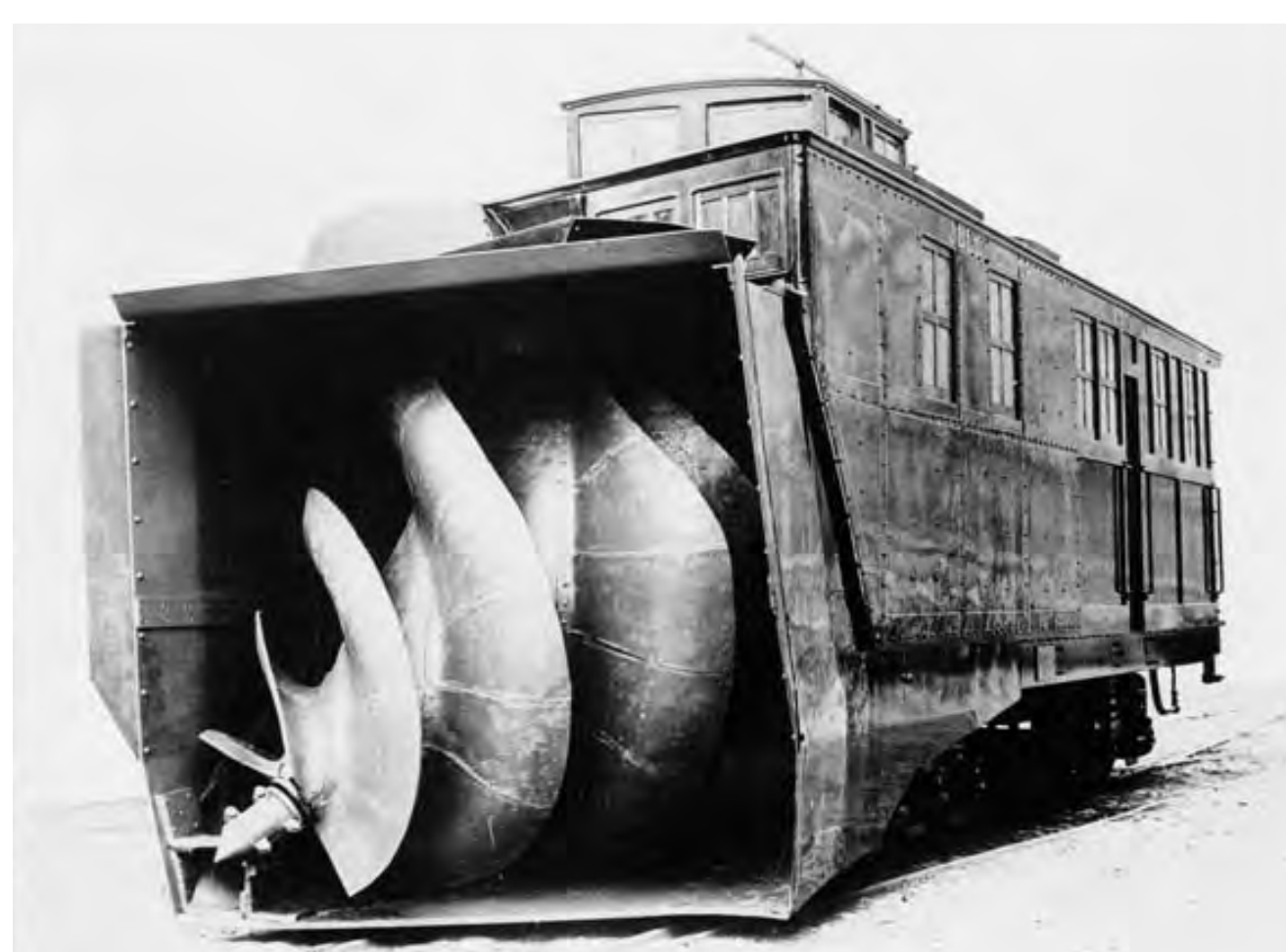
In 1881 the ever present danger of **fire, caused havoc at the premises**, including the loss of eight cars. Not to be deterred, Crossen immediately rebuilt and his reputation as a solid and reliable builder of railway cars continued to grow and the company flourished.



One special Crossen car still in existence is that built for Cornelius Van Horne, President of the Canadian Pacific Railway. It was constructed from two other cars and used by Van Horne in western Canada and is now on display at Fort La Reine Museum in Portage La Prairie, Manitoba.

UPS & DOWNS

The Canadian federal election of 1874 brought in a Liberal government. Its policies, including free trade with the United States, resulted in a significant reduction of orders for the CCC and employees were subjected to long periods of layoffs. But orders did continue to come and one, from the Quebec, Montreal, Ottawa & Occidental Railway, included an order for Crossen's first **two rotary snow plows**.



Early rotary snow plow designed in 1869 by Toronto dentist J.W.Elliot